

In both vessels are being pushed forward fast. 30 to 15 days they will be able to continue their

SUNDAY		MONDAY	
SUNDAY		MONDAY	
NEW YORK	Dec. 19	NEW YORK	Dec. 19
NEW YORK	Dec. 20	NEW YORK	Dec. 20
NEW YORK	Dec. 21	NEW YORK	Dec. 21
NEW YORK	Dec. 22	NEW YORK	Dec. 22
NEW YORK	Dec. 23	NEW YORK	Dec. 23
NEW YORK	Dec. 24	NEW YORK	Dec. 24
NEW YORK	Dec. 25	NEW YORK	Dec. 25
NEW YORK	Dec. 26	NEW YORK	Dec. 26
NEW YORK	Dec. 27	NEW YORK	Dec. 27
NEW YORK	Dec. 28	NEW YORK	Dec. 28
NEW YORK	Dec. 29	NEW YORK	Dec. 29
NEW YORK	Dec. 30	NEW YORK	Dec. 30
NEW YORK	Dec. 31	NEW YORK	Dec. 31

**December 29, 1855.**

**MARRIED.**  
J. Savannah—S L Mitchell,  
Charleston—Spoford & T  
lah, Norfolk—Lindam & P.  
Wm Whitlock, Jr.  
Cristo—Keyhole & Cushman.  
Stanton & Thapson.  
Dunham & Dimon.  
Joshua Jex.  
Trinidad—Delrieux & Co.  
Norfolk—Benner & Denke.

The brig was  
put on, caulked  
The ship La  
made comparat  
erms her we  
being carried  
sage to New G  
thorough repa  
ard she will t  
given the salve  
they apprais  
The cargo ar  
sold by the U  
could might  
\$10,000, and  
The ship La

[illegible]

phide phis—Sandford's Line  
IVED.  
Miner, San Juan; e Note Dec  
with passengers and goods, to  
ok ashore mid distance between  
apparently of 300 tons, heads  
a making a clean break in ice  
the same or within Dec 26.  
Miner very deeply laden, steer-  
ed a N on white ground, and  
Manahua. Aug 1, passed Cape of  
Equator Nov 23, with seas and  
ool, Nov 30, with mds and 232

N & Co  
 Liverpool, 22 days, with mides  
 & Co.  
 Liverpool, Nov 29 with mides  
 & Co.  
 Thos. & Co. Was towed to  
 Llanthony, Capt Hazard.  
 10, 14, 18, 20, 22, 24, 26, 28, 30, 32 days,  
 to order, Dec 21, lat 40 lon 60,  
 E.  
 New Orleans, 18 days, with flour, to  
 Liverpool, 39 days, with salt.  
 experienced very heavy weather.  
 (3), 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32 days,  
 the deck of the coop cabin and on  
 the time, laid by, and during

with a very heavy sea, lost sight of him. A rubbing of his fin was taken, and he was released. NF, 7th inst. Feb. 1952. The female, rubbed and spoken by the male and introduced to him.

A MEXICAN NALBUCKET during intervals and appeared to be a rather tame, rather "Luna." He been the Local, center his. GASTON Oct 1952.

[illegible]

the whole time pumping molasses for New York, was in com-  
munication with the Erie Canal, for the Erie Canal Keath, for  
the canal on the 21st in lat 32 25, on  
Dec 4, with coffee, &c, to Mail  
Glasgow, 55 days, with coal  
Thompson, Malaga, Oct 2, 1850  
Schist lat 25 10 lon 43 45  
55 days from Liverpool for Bos-

J. A. Pierce, St. Does via the  
 ship, with sail, to J. A. Macfarlane  
 to Supplire from Liverpool for  
 2, as struck by lightning; lost  
 (man), I shipor, Savannah, 25 days.  
 (Ckerken).  
 (as Charleston), Wortinger, Porto  
 offier, Ac to Baltit & Biaz  
 rry, Kingston, Jan, 20 days, with  
 the Islands. 12 days, with m  
 20, lat 27 25, lon 72, saw a stean  
 The schr Northern Light,  
 went ashore on the 7th inst on  
 all boxes, cargo saved in a d-

naved. The C brings home 5  
vannah, 4 days, with cotton, &c  
altimore, with wheat, to master.  
omer Shoals, and was got off by  
ountain, and towed to the city.  
Winslow, Delaware.  
vidence.  
udson, for San Francisco, is a  
HARBOR ON

**IN COME.**  
 Captain Ass Eldridge, from the  
 steamer Pacific, during her re-  
 turn has been handed us by one of  
 our men acquainted with Captain Eldridge  
 who, even on his first voyage as com-  
 mander, should have so thoroughly won the  
 confidence to contact with him. The letter  
 was read at the meeting of the passengers.  
 It was formally and presented to Captain  
 Eldridge.

**MEMOIR.**  
 MARACAIBO.  
 BY JOHN R. N.  
 Philadelphia, Pa.  
 Kent, B. R.  
 Claypool Hall  
 Old Nov 29, 1891  
 BAYANILLA,  
 Cling, Monterey  
 PAN JUAN,  
 for Honduras  
 and crew have  
 TASHIRO, J.  
 J. G. G.  
 bur, from de  
 TAHITI, Ode

member on board. (Quinn) was, he might well say, with the company of the United States. The captain was an extempore but appropriate remarks to the American seamen, in which he commended the officers under his command, and thanked them with and grateful to them in their respective departments. (Quinn) Mathews) formed the subject of each of the (Captain) was received followed by speeches, toasts, &c., &c.

AT SEA, DEC. 27, 1863.

Commander of steamship Pacific: "Drawing in a close, and another day, we feel that we should be

[illegible]

our continued prosperity these  
you remember our esteem and  
pleased to recall our faces and our  
but while encountering few suc-  
continue as your present post-  
and happiness of others, and to  
for modesty, our friends—  
Wm. H. Bond, J. M. Bruce,  
J. C. Crunkshaw,  
Nelson Forsyth, J. T. McQuinn,  
B. A. Gould Jr., John H. English;  
S. B. Cavalier, Geo. Pearce, J.  
M. Moore, L. Chisholm, Jager.  
H. Crystal, Thomas P. Wight,  
H. Rutledge, Henry Redwood, J.

Dec 27—Arrived  
orig. Waccam  
Herndon, Cap  
York for Fort  
Armed Forces  
sic, March 1961

Dec 28—Arrived  
Norfolk via  
H Price In  
cold, America  
vella, Wacan  
Lucinda Jane  
son, Mayfield  
Granger, 1961  
Mr. Hill

[illegible]

Atlantic mail packets have now been transformed into a purely meteorological fact, namely, that they are stormily experienced in crossing the Brazil steamers—that the West Indies are the worst coast for the New Englanders, and that the route of the West India packets is really a purely orotic one. The Brazil steamers, however, are not so much of a wrecker. A careful analysis of the records of the steamers at St. Thomas, and the Royal Mail Office, will show that the navigation of the Atlantic is not so much of a wrecker, and important facts. The equal of the day is between Rio and St. Thomas, and the Royal Mail Office, of three lines of mail packets, which will be the best of the day. St. Thomas, New York, the destination of the day, and the destination of the day.

[illegible]

The vessel sprung her bow-  
 line out, and a new one will be  
 remitted as she repairs as  
 the forecast was badly cut up.  
 Inside of the fore rigging, and  
 her broadside on these channels  
 and piling and  
 The Crew of the  
 tonsall. All the forward that  
 foremast deckhead rails, cal  
 Malabar also had her job done  
 nearly all her headgear was cut

ly after the collision: everything  
sle, pump, embraces, forecaste  
for guard, opening, foreman  
on of the rising, her starboard  
or stock broken. The results

OVE, Dec 25--Arr back Ferdinand. Wright,  
 cotton; brig Itaska, (of Orrington) Naran  
 N C, Dec 26--Arr sehr Southern Belle,  
 Windward, Killman, Curacao.

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